

with whom he constructed the first tramway line laid down on the continent of Europe.¹

i It has been called a railway, and such it undoubtedly was, though not in the sense usually given to the word "railway" nowadays; for relays of horses were employed for traction. The line extended from Linz on the Danube to Budweis in Bohemia, a distance of seventy-eight miles; and though it seems to have been largely devised for the transport of timber from the Bohemian forests to the great waterway, there was also a passenger service, which still existed in our time.²

While constructing this line, Zola, in June, 1823, obtained personally the imperial authorisation to make another one, connecting Linz with Gmunden and the Salzkammergut — the so-called "Austrian Switzerland," industrially important for its extensive salt-works. But he became disappointed with the financial results of the Budweis line, and, accordingly, in September, 1830, he sold the Gmunden concession.

It seems likely that he had then already
quitted Austria.
There are indications that he may have
visited England
with Ritter von Gerstner, and have sojourned
for a time
in Holland; but before the end of 1830 he was
certainly in
France, writing to King Louis Philippe
respecting a scheme

he had devised for the fortification of Paris. In the spring of 1831 he was in communication with the Trench War Office on this same subject, whilst also soliciting an appointment in the Foreign Legion, in Algeria, with the rank of

¹ Documents printed by the "Neue Freie Presse" of Vienna (No. 12,028, February 17, 1898) and quoted in "LePere d'Emile Zola," by Jacques Dhur, Paris, 1899.

² Baedeker's "Southern Germany and Austria," 1871.